

PRIVATE TRANSIT FOR EMPLOYEES IS BIG FIRMS' PLAN

Autos Will Carry Workers To and From Their Business.

New York, Aug. 5.—In anticipation of the practical cessation of street car traffic throughout the city, many banks, department stores, wholesale houses, and other business concerns, are preparing to meet the problem of getting their employees to and from their places of business. As long as the elevated and subway systems are not included in the strike the problem will not be one of great proportions, but the moment the men on these systems quit work, as the strike leaders say they will, it will become so.

Many of the large corporations are arranging for private transit systems to get their employees to and from their homes, or in the case where those employees live out of the city to house and board them near their places of employment. Automobiles will be relied upon in the main.

The New York Telephone Co. already has a system of motor buses running in the Bronx and is organizing similar services for its employees in the other boroughs. The Adams Express Co. will start a regular motor service.

Bank Clerks in Hotels
The Lawyers Title and Trust Co. will also rely, it is stated on automobiles to get its employees to the company's office, 160 Broadway. The Western Union and the Postal Telegraph companies have also taken time by the neck and state that some system will be adopted which will result in the continuance of both of those services without impairment.

Several of the big banks will house their employees in hotels in the city, near the banks when possible, and when that is not possible, within a 15 or 20 minute automobile trip to the bank. Among the banks which it is said will rely on the hotels in solving the anticipated problem are the National City, the Irving, the Liberty National, the Corn Exchange, and its various branches, the Guaranty Trust Co., and at least a dozen others.

Owners of several of the larger restaurants, it is reported, were rearranging their neighborhoods to rent rooms and apartments in which to house waiters, cooks, and other employees during the strike. The owners of a well known chain of restaurants have already arranged to house their employees near the restaurants in which they work, and to keep them there as long as the strike lasts.

The department stores in practically every instance operate scores of delivery automobiles and it is necessary that these vehicles will be used in the mornings and evenings to take clerks and other employees to and from their homes.

River Craft Will Help
River craft will play an important part in solving the traffic situation in the event of a strike. The Iron Steamboat Company announces that beginning today, in the event of a general stoppage of the boats will run between 129th Street and the Battery, the first boat leaving at 7 a. m., after which a regular schedule to be announced later, will be adhered to.

Charles L. Dimon of 32 Broadway, owner of the steamboat Mandalay, said he was prepared to run her morning and evening between 129th street and the Battery in the event of a tie-up at a ten cent fare. The Mandalay carries 3,000 persons comfortably to Atlantic Highlands on her regular schedule, and on a short river trip could easily handle 5,000. She would call at Forty-second, Thirty-fourth and Twenty-second streets if necessary, Mr. Dimon said. Other excursion steamboats could be used in a similar way.

Extra boats will be placed on all ferry lines, it is stated, and it was said yesterday that in an emergency it would be possible for a Harlemite, for instance to cross to Fort Lee, take a car to Hoboken, or Weehawken and cross to almost any part of Manhattan south of and including Forty-second street. The Hudson River steamboats also touch at 129th and make stops at Forty-second street and at downtown points, and the same is true of the Sandy Hook steamer service of the Central Railroad of New Jersey.

Theatre Men Are Optimistic.

The traction situation had not assumed any significance for the theatres last night, although theatrical managers were watching proceedings with anything but joyful anticipation. There were good audiences for the attractions that have been doing good business lately, and any falling off was attributed to the warmth of the evening rather than to anything else. One house manager of experience said last night he did not believe a car strike, if it occurred, would have as disastrous an effect on the theatres as many of his colleagues believe. He pointed out that the theatres do not draw the large share of their attendance from New Yorkers these days, but from out-of-town people, and this manager said that while a certain percentage of them might be visiting friends in distant parts of the city, the majority were to be found registered in the hotels around the theatrical district, where a strike would have no effect on them as far as getting to theatres was concerned.

BODIES TAKEN FROM TUNNEL.

Cleveland, O., Aug. 5.—Bodies of two workmen buried in the explosion in the waterworks tunnel here a week ago Monday night were recovered by rescue parties today. There are still seven more bodies which have not been taken out.

A BIG DIFFERENCE.

"I thought the old man left all of his money to charity."

"Oh, no—to charitable institutions."

COULD PUT IT ON HER.

First girl—"Do you know I heard that Mamie Brown's engagement ring is paste."

Second girl—"How perfectly lovely and appropriate! You know her fiancé is a paper hanger."

STREET RAILWAY LINES AND NUMBER OF MEN AFFECTED BY NEW YORK'S BIG CAR STRIKE

Companies—	Motormen and Conductors—
New York Railways Company,	3,300
Yonkers Railway Company,	240
Westchester Electric Railroad Company,	200
Union Railways Company, (Bronx),	600
Third Avenue Railroad Company,	1,210
Total,	5,450
(Passengers carried daily on these lines, est., 2,300,000.)	
MAY GO ON STRIKE.	

The New York Railways Company operates the following surface car lines in Manhattan:

Lexington Avenue, Fourth and Madison Avenues, Sixth and Amsterdam Avenues, Broadway and Columbus Avenues, Broadway and Avenue A, Seventh Avenue and Brooklyn, Eighth Avenue, Ninth Avenue, and the 145th Street, 116th Street, Eighty-sixth Street, Thirty-fourth Street, Twenty-third Street, Fourteenth Street, Eighth Street, and Canal Street Crosstown lines; Bleecker Street, Madison Street, and Metropolitan Crosstown Lines.

The New York & Queens County Railroad Company is a subsidiary of the Interborough Company, and operates these eleven lines:

The Flushing line, from Fifty-ninth Street to Ninety-second street, Long Island City; the Steinway line, from Fifty-ninth Street to North Beach; the Corona line, from Fifty-ninth Street to Flushing Bridge; the College Point line, from Manhattan to College Point; the line from the Long Island City end of the Thirty-fourth Street Ferry to Ninety-second Street; the line from the Ninety-second Street Ferry in Long Island City to Calvary Cemetery; the line from Flushing to Jamaica, and from the Long Island City end of the Thirty-fourth Street Ferry to the Bridge Plaza.

The Second Avenue line operates cars between Broadway and Worth Street and 125th Street and Second Avenue. The New York & Queens County line runs most of the surface cars in the northern part of Queens Borough.

The New York Railways Company has a mileage of 145.55 miles, the New York & Queens County Railroad Company, 75.09, and the Second Avenue line, 22.81.

DAY OF PARLEY AND PREPARATION PRECEDES STRIKE

All Hope of Amicable Adjustment of Difficulties Disappears When General Manager Hedley Answers Employees—Police, Union and Companies Then Begin Preparedness Schemes.

New York, Aug. 5.—All hope of an amicable settlement of the difficulties between the New York Railways Company and the men affiliating themselves with the Amalgamated Association of Street and Electric Railway Employees practically disappeared yesterday afternoon when General Manager Frank Hedley of the railway company answered the demands presented by six of the employees.

Mr. Hedley agreed to meet the men at noon today as employees. They had insisted the company should deal with accredited representatives of the association, hence the answer was regarded as unsatisfactory and a denial of the first request.

All day preparations had been going on rapidly in three camps, the traction offices, the headquarters of the labor organization and police headquarters. Each side asserted it was ready for whatever might ensue.

The traction officials, T. P. Shonts and Mr. Hedley, had received a delegation of employees who promised loyalty and were sent on to Mayor Mitchell, from whom they expected a promise of protection in case of a strike. Numerous conferences resulted in further mobilization of strikebreakers in nearby cities, the moving of some of these groups toward the city, and the completion of arrangements for housing and feeding them here. Enough men to handle all the cars in the city were stated to be under tentative contract.

On the labor side the situation assumed a grave aspect through the arrival here of Samuel Gompers, which immediately gave rise to reports that there would be a general sympathetic strike in many industries in support of the traction men. Mr. Gompers familiarized himself with the whole situation, but instead of an extension of strike activities becoming imminent, it appeared that the Amalgamated organization had a keener realization of the difficulties before them.

Final arrangements were made by President Mahon of the Amalgamated and Organizer Fitzgerald for the meetings last night and the handling of the men when they should be called out.

Burnes Will Look Into Auto Smash of Fire Apparatus

Secretary of State Charles E. Burnes will investigate the accident at Main street and North avenue Thursday afternoon when the Mack horse truck collided with a telegraph pole in an effort to avoid striking a small automobile driven by 73 year old Charles Ailing of 242 Wells street. The five men who were injured are all reported as resting comfortably today. Fireman J. J. Flynn was removed yesterday afternoon from the hospital to his home.

At the special meeting of the board of fire commissioners, held last evening, the accident was reviewed by the members and it was decided that the secretary of state should revoke Ailing's license for the safety of himself and the public because of his age and apparent deafness. Frederick J. Wetstone, chief clerk in the automobile department of the secretary's office, appeared and stated that his superior would like to hear the case because of the number of persons injured. Mr. Ailing appeared at the meeting and gave the same version of the accident as appeared in last evening's Farmer and though the commissioners were pleased to have him tell such a straightforward story, it was deemed best to ask the secretary of state to look into the collision.

Governor McCall of Boston announced the appointment of Gardner W. Pearson of Lowell as adjutant of the state militia, to succeed Brigadier-General Charles H. Cole.

FUNERAL BOUQUETS AND DESIGNS.
JOHN PETERSON

TEN THOUSAND POLICEMEN TO COMPEL ORDER

Entire Force on Duty Will Play No Favorites, Says Woods.

New York, Aug. 5.—Ten thousand seven hundred policemen are guarding the city day and night. Commissioner Woods has issued orders keeping his entire force on duty, working them "six hours on and six off." The men off duty are not permitted to go to their homes. They sleep in police dormitories and other places arranged for by the department where they will be instantly available.

Commissioner Woods yesterday afternoon told a reporter that this order would stand for the present. Again he expressed entire confidence in the ability of his men to handle any situation developing from the strike.

"You may emphasize, if you choose, that the police of this city are not going to be used by either party to this controversy to win its fight," he said. "This force is going to be as it has been, strictly neutral."

"I wish to make it emphatic that our full duty is to preserve order and capture violators of the law. We have nothing to do with anything else. Circular No. 19" (the strike order circular printed yesterday morning) "is in full force and will continue so."

"Requests have come from the traction companies for uniformed patrolmen to be sent out with their cars. I refused to send out uniformed men with cars of the New York Railways Co. at present. Assuming, if you wish, that a strike is called on the lines of that system, the police will take such measures from hour to hour as it may seem to the department proper for the protection of life and property in New York."

"A situation may develop which may make it advisable to send patrolmen out on cars of the New York Railways Co. If it does arise action will be taken. But if either side expects this department to take a partisan attitude it has a surprise coming to it."

This conversation with the commissioner took place just after he had finished an address to about 70 probationary policemen who were starting for the first time for duty on the streets.

"I want you men to remember that if you do your duty honestly you are going to be backed up by this department," he told them. "I want you to start out with the full understanding that the public instructions you receive are your only ones, and that they mean just what they say. There is no longer any such thing as giving you one set of instructions and then whispering to you another opposing set."

"Be true to your uniform; be true to yourselves; be honest, and you have nothing to fear from any source."

The "rookies" marched out to go on strike duty. The commissioner received a news report that Carrigan, the superintendent at the West Farms barn of the Union Railroad Co. had offered meal tickets to policemen stationed there. Each ticket authorized the holder to get a 30-cent meal at the company's expense. When General Manager

Police Commissioner Woods made final arrangements to handle any trouble that might result from the action of the meeting last night, putting two-thirds of the force on strike duty, in six-hour shifts, the remainder being assigned to regular police work. It was arranged that patrolmen should not be put on cars unless there was evidence of intended violence or actual rioting, but the police were mobilized last night at selected points, ready to be rushed anywhere they might be needed.

In the course of the day, T. P. Shonts informed Mayor Mitchell he had evidence that Mooney, the man charged with having caused the fatal explosion in San Francisco two weeks ago, was in the employ of the Amalgamated association. This was acknowledged to be the case by President Mahon of the Amalgamated.

The Public Service Commission, continuing its hearings, severely censured Frederick W. Whitridge, president of the Third Avenue system, accusing him of negligence to which, the commission said, was due the situation that arose in Yonkers and led to practically all the present difficulties. At the same time, the commission made possible arbitration that may end the Third Avenue strike early next week.

SOME SUMMER RESOLUTIONS.

[Why should resolutions not be made for summer as well as at New Year's? Surely the beginning of summer is the most important time of the year for many of us.]

I resolve to shirk as much of my work as possible, in order to even up for the times last winter when I worked much harder than I ought to have done.

To spend as much more money than I ought to in having a good time outdoors, as I would if I were doing something in which I expected to get my money back.

To fall in love at least once—and as many more times as the traffic will stand.

To make out my Christmas list by the first of July—and then not do it.

To avoid having the summer grip, or to give it to my neighbor.

To keep cool when I can, and when I can't—still to keep cool.

To improve my capacity for not caring whether or not I play a better game of golf.

To rescue at least one handsome girl from drowning.

To have my goggles on hand at least half of the times when I need them desperately.

To watch my station, my step and my stomach.

Matty McIntyre, former outfielder of the Detroit Americans, was named manager of the Mobile Southern Association team.

THE PRETTIEST FACE

and the most beautiful hands are often disguised by an unshapely wart. It can easily be removed in a few days without pain by using Cuticura Wart Remover. For sale only at the Cyrus Pharmacy, 418 Fairfield Ave.

Maher heard this, the report continued, he asserted that a 15-cent ticket would give a policeman a good enough meal and ordered Carrigan to give the officers such tickets.

Commissioner Woods was highly indignant.

"I hope not any of my men would accept a meal ticket of any kind from that road or any road," he said. He handed the news report to Inspector Schmittberger. The inspector read it, his face crimson with anger, but he would make no comment.

The news spread through headquarters and created intense indignation among officers and men. It was characterized as an insult to the entire force. Commissioner Woods ordered Inspector Schmittberger to confer with him on the subject.

BANDITS STILL AT LARGE WITH \$34,000 LOOT

Detroit, Aug. 5.—Search was being vigorously prosecuted early today in every county surrounding Detroit for the five automobile bandits who, armed with rifles and automatic pistols, yesterday afternoon held up the motor pay car of the Burroughs Adding Machine company and made off with between \$33,000 and \$34,000 after shooting and slightly wounding one man.

The robbery, which occurred within half a block of the Burroughs plant, was accomplished so quickly that almost before any one but the occupants of the pay car or a number of guards in cars following realized what happened, the robbers had transformed five cash bags to their own machine and were out of sight.

One of the robbers lost his hat and revolver, both of which are now in the possession of the police. Automobiles filled with policemen, detectives and deputy sheriffs took pursuit shortly after, but despite that every clue was promptly picked up and followed, the robbers early today were still at large.

CIVIL SERVICE EXAMINATIONS.

The United States civil service commission announces an examination to be held Sept. 5 for assistant material engineer to fill vacancies in the bureau of construction and repair in the navy department. The salary is \$5.04 to \$6 a day. Applicants must have received a degree in engineering from a college or university of recognized standing and have had not less than three years' experience or have had a four years' scientific course in a college or university of recognized standing and not less than four years' experience.

Open competitive examinations will be held Oct. 11 for trained nurse in the Indian and Panama Canal service. The examination is open to both men and women.

REQUISITION ISSUED.

Upon the application of State's Attorney Homer S. Cummings of Fairfield county, a requisition was issued by Executive Clerk Frank D. Root, of the governor's office, yesterday, on the governor of New York for the return to this state of Theodore Ferris, charged with a serious statutory offense, committed at Stamford April 20, 1915. The papers were sent to Lieutenant-Governor Clifford B. Willis of Bridgeport for signature.

SPARKS CIRCUS PATRONIZED BY LARGE AUDIENCE

Gives Performance of Great Merit, According to 3,000 Spectators.

The Sparks circus, which showed for the first time yesterday in Bridgeport and will remain for two performances, afternoon and evening, demonstrated the great possibilities for the smaller-sized three-ring show, giving full performances of individual acts. It is estimated that fully 3,000 persons were seated in the big tent last night. All children under 10 years of age were barred by order of the board of health.

In addition to the four-pole main top there was a well filled menagerie, side shows that attracted several thousand people during the afternoon and evening and many concessions.

Cleanliness in clearing the rings and introducing new features with selection of acts of real merit were features of the show. The Sparks show could well afford to remain in Bridgeport for a full week. Comment was heard upon all sides last night upon the fact that such a meritorious offering should present itself in Bridgeport without the public being properly informed of its arrival. Not a jitney bus or trolley car had been furnished with "circus" signs. The Connecticut Co. did not provide adequate cars for the transportation of passengers to the show and it was not until the performance had closed that sufficient cars were available to return the throngs. The jitney men neglected a harvest of shakels.

In this respect it may be said in behalf of the circus management that it is a Southern aggregation, which had discounted the interest that would attach to a show in the home of the Barnum & Bailey "Greatest Show on Earth."

As has heretofore been said the merit of individual performers stands out prominently against other similar attractions that have appeared this season. Each act is given a full opportunity and is so staged in the various rings that full attention may be focused. The most sensational act is that of Hillary Long, an equilibriumist whose feats while standing upon his head culminated in a thrilling slide for life down a tight wire upon his head, using a pair of skates for transit. Bert Mayo's high school horses attracted attention. Capt. Tiebor's trained seals drew large applause, and a herd of five trained elephants was put through tricks that did credit to their trainer. The clowning was funny and well conceived situations followed one upon another. Many unannounced acts were worthy of headlining the usual circus performance.

As an after-show there was a wild west performance and exhibition of trained lions, the feature of which was feeding the brutes raw meat from the hand, a most difficult and dangerous undertaking.

"What do you think of this extra hour of daylight scheme?"

"What I'm for is more moonlight," declared the romantic girl.—Louisville Courier-Journal.

VERDUN BATTLE IS WAGED WITH RENEWED FURY

Paris, Aug. 5.—The battle continues to rage north of Verdun with something of the old fury and generally to the advantage of the French. The defenders, after beating off repeated counter attacks by the Germans, again took the offensive and once more recaptured the greater part of the village of Fleury the celebrated Thiaumont work.

The success at Thiaumont is looked upon as more important as evidence of energy of the French infantry than as a military achievement. The work is so swept by the artillery of either side as to be of little use to the possessors.

French officers point to the fact that the efforts of the Germans are now restricted to the Fleury-Thiaumont section as an evidence of the growing weakness of the invaders forces in the Meuse region. The French have succeeded in clearing the approaches to the Souville and Tannenberg forts which at one time seemed to be seriously threatened, and are back to within a mile of Fort Douaumont, where the most terrific fighting of the German offensive took place.

The fighting continued well into the night. The Germans delivered further counter attacks, but according to the latest advices the French were holding their own.

After a spirited engagement in the village of Fleury the situation is without appreciable change.

The situation in the region of the River Somme is quiet.

Four German aeroplanes were brought down by the French on Friday.

KITCHENER BRIDGE.

England plans a memorial to Lord Kitchener a magnificent new bridge to replace the structure which now carries traffic across the Thames at Charing Cross. The Duke of Wellington is already honored, indirectly, by the bridge called Waterloo which spans the river between Blackfriars and Westminster.

The movement to honor the man who built England's armies in less than two years in this fashion is the most sensible proposal of the many that have been made. It is to be hoped that if the scheme is adopted, the new bridge will approach in beauty—as well as service—some of the older and more famous of London's bridges, the Tower Bridge, Blackfriars, Lambeth and the old London bridge.

The present Charing Cross Bridge is an abomination. It was foisted upon London during the fever of railroad building and it was erected so that what natural beauty there was at this spot on the Thames was destroyed. It also hemmed in St. Mary's Church at Southwark, the church of Shakespeare and John Harvard which is now hidden by fishmongers' shops on one side and a noisy railroad on the other.

The new bridge will do away with this unsightliness, for it is planned to make the approaches at each end conform to the original surroundings. The Southwark Cathedral will be restored to its place in the sun.

Kitchener Bridge would be one of the most useful memorials that could be devised.

DON'T MAKE THE WRONG TURN

Many an automobile has gone to the junk heap because the driver took the wrong turn.

Many an automobile has gone to the repair shop because the driver turned in at the wrong place to buy his gasoline.

Some dealers who are selling inferior gasoline try to make the motorist believe he is getting SOCONY Gasoline by giving their own product misleading names and descriptions. Do not be misled.

The only gasoline put out by this Company is called SOCONY Motor Gasoline, and nothing else.

Ask for it by name and look for the RED, WHITE and BLUE SOCONY sign.

STANDARD OIL CO. of NEW YORK